

Intimations.

Hongkong, 8th February, 1900. [31]

STEAMERS.	(SUBJECT TO ALTERATION.)	SAILING DATES.
SACHSEN	THURSDAY, 14th June.
OLDENBURG	THURSDAY, 28th June.
BAVARN	THURSDAY, 12th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PRINZ HEINRICH	THURSDAY, 6th September.
PREUSSEN	THURSDAY, 20th September.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
BAVARN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November.
KONIG-ALBERT	WEDNESDAY, 12th December.
WEIMAR	WEDNESDAY, 26th December.

HONGKONG
HOTEL.

Hongkong, 18th May, 1960. [23]

Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Singapore.



AQUARIUS

and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES.
 Nos. 54 & 56, Queen's Road Central, (Lancaster & Fife's Buildings),
 LONDON, W.

W. H. BROWN,
Office: 17, Queen's Road Central,
Hongkong, 6th June, 1900. 637b

2000 34 & 35, Queen's Road Central, [41144] Watson's Building.

To-day's Advertisements.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"
Captain R. Mitts, will leave for the above places, TO-DAY, the 9th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 9th June, 1900. [747b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"
Captain Hall, will be despatched for the above Ports, on TUESDAY, the 12th instant, at 2 P.M.

For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.

Hongkong, 9th June, 1900. [747b]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAVERN,"
of the NORDDEUTSCHER LLOYD.

Captain H. Becker, due here with the outward German Mail about the 12th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 9th June, 1900. [72]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PANAMA AND LONDON.

(Through bills of Lading issued for BATAVIA, PERIAN, GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CLYDE,"
Captain E. Street, carrying Her Majesty's Mails, will be despatched for this for BOMBAY, on SATURDAY, the 23rd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 9th June, 1900. [5]

Intimations.

EYE-SIGHT.

NOTICE.

I am continuing my Sight Testing Rooms in Hongkong (W. BREWER & CO.) at which during my ABSENCE will be IN CHARGE of Mr. McIVER, Member Ph. S. A. Register of all Glasses supplied my constituents in the Far East is kept here, and any kind of Ordinary or Special Lenses can be obtained.

REPAIRS A SPECIALITY.

N. LAZARUS.

Hongkong, 30th May, 1900. [674b]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality, Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE, extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

BIRTH.

On the 1st of June, at the Sin Chong Filature, Jessfield Road, Shanghai, the wife of E. DENEGER, of a daughter.

DEATHS.

On the 4th of June, at No. 14, Yuen-ming-yuen Road, Shanghai, WINIFRED, aged 3 years, youngest daughter of Frederick H. and Emily Wallace.

On the 4th of June, in the General Hospital, Inspector JOSEPH REED.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 9, 1900.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE WAR.

COMMANDANT BOTHA.

London, June 7th.

Telegrams from South Africa are delayed, the cable being broken.

There is no news yet about the release of the prisoners or the whereabouts of Commandant General Botha's force.

THE FUTURE GOVERNMENT OF THE REPUBLICS.

The Times foreshadows the appointment of Lord Roberts as Military governor, and subsequently of Sir H. Milner as administrator of the new territories.

THE BRITISH PRISONERS.

MOVED TO UNHEALTHY DISTRICT.

BOERS WANT TO GAIN TIME.

Reuter's correspondent at Lourenço Marques 7th inst. says that the Boers are moving the British prisoners to Noitgedacht, a most unhealthy spot. One thousand have already arrived there, and the Boers are meanwhile making a stand at Hatherley to gain time.

CHINA AND THE POWERS.

NO ACTION TO BE TAKEN.

Reuter's agency learns that there is no question at present of political action by the Powers in China. The Ministers, Admirals and Consuls are consulting relative to measures to protect life and property; there is no question of one power acting independently of the others.

RUSSIAN RE-INFORCEMENTS.

MORE PREPARING.

Two thousand Russians with stores left Odessa during May for the Orient, and six more transports are preparing to depart.

The Torture Case in Corea.

THE BARBARITY PROVED.

SEOUL, May 30th.

Mr. Hayashi, Japanese Minister to Seoul, lodged another demand with the Korean Government regarding the personal examination of An's remains, and the examination was held in the presence of the Japanese Minister, a high official of the Korean Foreign Department, and two Japanese doctors. The remains were horribly mutilated, presenting unmistakable evidence of torture.

Some men have applied to the Korean Government for permission to expose the remains of Keu at the market place.

The Russian gunboat Sivuch, which was lying in Chemulpo, has left for Port Arthur. It is reported that the warship is carrying despatches regarding the Seoul affair.

In the presence of the Korean and Japanese officials the remains of An were examined by three Japanese doctors. The fact that the body had been tortured was clearly established. Evidence was obtained that An's legs and arms had been burned in course of torture.

A conspicuous wound, caused by a blow in the waist, was noticed, and in the opinion of the medical men the blow must have knocked him senseless for a while. No trace of torture was discovered on the remains of Keu.

The Russian Minister, who has been to Port Arthur, returned to Seoul to-day.

WEATHER REPORT.

The Observatory report says:—

On the 9th at 11.55 a.m. the barometer has fallen moderately in the extreme North, and slightly on the China coast and over the Philippines. A depression probably exists in N.E. China, and pressure is in defect, also, between Palawan and Hainan. Pressure remains high over Japan. Gradients slight for S.E. and E. winds on the China coast. FORECAST:—Moderate or fresh E. winds; showery.

LOCAL AND GENERAL.

We are pleased to hear that Sanitary Inspector Mills, who has been suffering from plague, was discharged from hospital this morning.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.

1. March....."Hymns".....Ingram.

2. Overture....."Le Frigate".....Allen.

3. Selection....."Madame Favart".....Offenberg.

4. Waltz....."Die Alpenhorn".....Grenady.

5. Polka....."Hanschen".....Hobbs.

6. Polka....."Kim Tien Tum".....Hobbs.

7. Polka....."Kim Tien Tum".....Hobbs.

8. Polka....."Kim Tien Tum".....Hobbs.

9. Polka....."Kim Tien Tum".....Hobbs.

10. Polka....."Kim Tien Tum".....Hobbs.

11. Polka....."Kim Tien Tum".....Hobbs.

12. Polka....."Kim Tien Tum".....Hobbs.

13. Polka....."Kim Tien Tum".....Hobbs.

14. Polka....."Kim Tien Tum".....Hobbs.

15. Polka....."Kim Tien Tum".....Hobbs.

16. Polka....."Kim Tien Tum".....Hobbs.

17. Polka....."Kim Tien Tum".....Hobbs.

18. Polka....."Kim Tien Tum".....Hobbs.

19. Polka....."Kim Tien Tum".....Hobbs.

20. Polka....."Kim Tien Tum".....Hobbs.

21. Polka....."Kim Tien Tum".....Hobbs.

22. Polka....."Kim Tien Tum".....Hobbs.

23. Polka....."Kim Tien Tum".....Hobbs.

24. Polka....."Kim Tien Tum".....Hobbs.

25. Polka....."Kim Tien Tum".....Hobbs.

26. Polka....."Kim Tien Tum".....Hobbs.

27. Polka....."Kim Tien Tum".....Hobbs.

28. Polka....."Kim Tien Tum".....Hobbs.

29. Polka....."Kim Tien Tum".....Hobbs.

30. Polka....."Kim Tien Tum".....Hobbs.

31. Polka....."Kim Tien Tum".....Hobbs.

32. Polka....."Kim Tien Tum".....Hobbs.

33. Polka....."Kim Tien Tum".....Hobbs.

34. Polka....."Kim Tien Tum".....Hobbs.

35. Polka....."Kim Tien Tum".....Hobbs.

36. Polka....."Kim Tien Tum".....Hobbs.

37. Polka....."Kim Tien Tum".....Hobbs.

38. Polka....."Kim Tien Tum".....Hobbs.

39. Polka....."Kim Tien Tum".....Hobbs.

40. Polka....."Kim Tien Tum".....Hobbs.

APPARENTLY Hongkong was got the only place that was misled as to the fall of Pretoria, for the Peking and Tientsin Times of 1st inst. contains the following:—

PEACE WITH HONOUR.

A private wire was received here last evening that the war is ended. The British are dictating terms at Johannesburg, and Kruger has gone to Waterfall on the Lorenzo Marques line.

As a precaution against the plague, the New South Wales Cabinet has decided to resume the wharves from the head of Darling Harbour to Dawes Point, about a mile and a half long, with a depth of 30 feet inland from the water-line. This includes about 40 wharves and other buildings. The cost is roughly estimated at £2,000,000. The Premier states that this is an emergency step, to be supplemented by a much larger scheme requiring the sanction of Parliament.

At the Shanghai Mixed Court on 4th instant two men were charged with attempting to pass three Mexican dollars at a tea shop. The Assessor desired to have the dollars tested by fire, as the detectives stated they were felled. This was done, when they came away in three pieces, the middle portion being merely a disc of lead. A native detective said a lot of these "dollars" were in existence, but their manufacture ceased some time ago. The accused were sentenced to one month's rigorous each.

YESTERDAY afternoon the fireman of Fenwick & Co.'s launch was charged with attacking the coxswain of the boat on Monday last. It will be remembered that the coxswain had quarrelled with the fireman, and, according to the accused's statement, thrown a cup at him, whereupon he retaliated by hurling a chisel at the coxswain and cutting him, the coxswain expiring shortly afterwards. A post-mortem examination of the body showed, however, that death was caused through the bursting of an abscess on the stomach, and that the cut caused by the chisel was only a flesh wound. The accused was sentenced to six months' imprisonment with hard labour.

THE MAJOR, the author of "Masculine Modes" in To-day, advises a reader coming to Hongkong to procure a *lophat* hat, which he assures him can "be bought cheaply at Fort Said." We shall keep a sharp look-out on incoming steamers for the gentleman with the *lophat* hat. We have heard of people wearing golden crowns, wreaths of roses and other more or less fanciful headgear, but never before of a *lophat* hat. The rest of the outfit to be brought by the *lophat* hatted youth consists of a dress suit, light blue serge suit for use on board, pair of light rubber shoes and ordinary shirts. As the light blue serge (rather fetching colour that) is only to be worn on board, we presume he of the *lophat* headgear will land either in the dress suit, the pyjamas or the ordinary shirts. What a sensation he will cause!

A VERY pleasant meeting took place last night at the V.M.C. Institute when representatives of "A" and "C" Machine Gun Companies of the Hongkong Volunteers Corps assembled to make First Class Master Gunner Milligan the recipient of tokens of their appreciation of his services as instructor, as he leaves to-day for England on promotion. Capt. Sanders, on behalf of "A" Company, asked Mr. Milligan to accept a beautiful silver cup, suitably inscribed, and a bank draft. Afterwards Lieut. Underwood on behalf of "C" Co. presented their late instructor with a silver watch, and gold chain with pendant. Mr. Milligan, after the usual cheers and tigers had been given, suitably replied. Both Machine Gun Companies will miss Mr. Milligan very much, as he has had such a long connection with the Corps, has shown himself an able instructor, and had attained great popularity amongst the members.

AT THE MAGISTRACY.

There were plenty of theft cases before Mr. Haviland this morning.

In one case a Chinaman, passing through here, stayed for a night at a Chinese boarding house, and had nearly all his clothing stolen. It was traced to a pawnshop in Praya Central and the thief turned out to be a fellow lodger of the complainant's. His smartness at borrowing in this fashion was rewarded with one month's hard labour in Victoria Gaol, where there will not be so many opportunities for pawing his bed-mates clothing.

An Indian watchman on duty at the gates of the Hung Hom Dock saw a Chinese workman walking out at the proper meal hour holding his umbrella rather gingerly. He searched him and found a packet of copper nails hidden inside the umbrella. Mr. Haviland sentenced him to one month's hard labour.

A Chinese coolie, who must be an ardent botanist, was found by an Indian constable collecting floral specimens in a private garden in Caine Road without having the courtesy to obtain the consent of the owner of the garden before doing so. This breach of etiquette has landed him in clurance with hard labour, where unfortunately his botanical studies will have to be suspended.

Inspector Duncan, Inspector of Vehicles, brought a rather interesting case against a Chinaman this morning. It was a contravention of the Vehicles Ordinance in that he was yesterday plying six private rickshas for hire without a licence. Mr. Reece appeared for the defendant. It came out in the evidence that these rickshas were being used to convey singing girls to the Hung Fau Lau, and that no charge was demanded from the girls. The expenses for their conveyance were defrayed by the giver of the entertainment, being included in a lump sum with other items. His Worship decided that there had been no contravention of the law, so dismissed the case.

The To Kwa Wan armed robbery case was again heard this morning when Mr. Hazeland committed the five prisoners for trial.

Another armed robbery case which took place in the vicinity on the 17th ultimo was heard in the small court. There are eleven prisoners in all of the most villainous looking type, and the booty which has all been recovered and identified amounts to about \$250, exclusive of clothing and jewellery. Mr. Halifax committed them all for trial.

THE CAP-SUI-MUN PIRACY.

We are now able to give further details concerning the case of piracy briefly mentioned in last night's issue. The launch in question, the Li Yik returned to the Harbour this morning at half-past six, and the following information is gleaned from the report made by the Captain to the Police. As we stated yesterday, the launch was attacked off Cap-sui-mun and after she had been boarded, the junks which were in tow with her were cut away and the pirates made off with her and her crew. They looted her completely, taking \$50 which the captain had on board for payment of customs dues for the kerosene junks, and \$50 in money and clothing, the property of the launch's crew.

The pirates headed her for the Bogue Forts and a little way past them held up three more craft. The launch then made for a freshwater outlet called Tamsui, where they abandoned the launch and made off on a boat which was waiting for them there.

The extent of looting on the three other junks has not yet been ascertained nor is anything known about the fate of the kerosene junks. This case can certainly be put down as one of the most daring which has taken place recently and shows how well premeditated it has been. Considering the small distance from Hong Kong at which it took place, it is necessary to remark on whom it casts reflection?

HONGKONG SHARE MARKET.

HONGKONG, June 8th.

Messrs. Benjamin, Kelly and Poits, in their weekly share report state:—

The market has shown more activity during the past week, and rates have hardened in most instances. We beg to remind our constituents of the following calls:—Star Ferry Company, Limited—\$1 (52) capital \$11 (100) due 16th instant. Hongkong Land Investment and Agency Company, Limited—\$25 due 1st July. Hongkong and Kowloon Wharf and Godown Company, Limited—\$50 due 1st July. Olivers Freehold Mines, Limited—50 cents (on 13' shares) due 17th July. Banks.—Hongkong and Shanghai Banks after sales at 317 per cent. premium, can be placed at 310 per cent. premium. The London quotation is 258. Nationals are steady at \$27. Marine Insurances.—Unions have been sold at \$200 and are wanted. China Traders changed hands at \$54; and have further buyers at \$55. Cantons are enquired for at \$50 and \$51. Fire Insurances.—China Fire Insurances have been looked at \$75 and close in demand. Shipping.—Hongkong, Canton and Macao Steamboats are firm with buyers at \$302. Indo China are easier and have been placed at \$89 and \$88. At the annual meeting, it is proposed to pay a dividend of 6 per cent., and a bonus of 2 per cent., both free of income tax, to carry forward \$27,580, and to increase the insurance fund by \$26,200. China and Manila have been sold at \$55 ex new issue. Star Ferries have been looked at \$18. Refineries.—China Sugars are quiet at quotation. Mining.—Punjoms are a shade easier and have been sold at \$6 and \$6.10. Olivers are in the market at \$5. A telegram from the Mines states: "During May 141 tons of stone were crushed, yielding 93 ounces of gold; the mill ran 10 days." Queen Mines have been fixed at 18 cents. Jubels have been negotiated at \$121. Raubs are obtainable at \$58. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have improved their position, and shares have been placed at 490 and 495 per cent. premium, closing with buyers at 500 per cent. premium. Kowloon Wharves have changed hands at \$861. New Amoy Docks are firm with buyers at \$22. Lands, Hotels and Buildings.—Hongkong Lands have been fixed at \$134 and \$134.10. West Point are steady with buyers at \$273. Hongkong Hotels are enquired for at \$121. Humphreys' Estate have been done and are wanted at \$103. China Providents have been sold at \$9.85. Cotton Mills.—We have heard of no business locally. Quotations for the Northern Mills are taken from the latest circulars. Cigar Companies.—Alhambra has found buyers at 140 per cent. premium. La Commercialis are wanted at 75 per cent. premium, while La Hensianais have declined to 5 per cent. premium sales. Miscellaneous.—Green Island Cements have been in strong demand, and sales have been effected at advancing rates up to \$211. Electric (old) are steady at \$11.85. Leds have been fixed at rates between \$165 and \$167. Dairy Farms have been done at \$5 and \$8 and United Asbestos at \$81.

WATER RETURN.

Level and storage of water in Reservoirs, on the 1st June.

LEVEL.

1899. 1900.

Tytan..... 76ft. 3in. below 49ft. 6in. below

Pokfulam..... 35ft. 0in. below 6ft. 8in. below

Wong Nei..... 37ft. 1in. below 14ft. 3in. below

Chengung..... 37ft. 1in. below 14ft. 3in. below

STORAGE GALLONS.

1899. 1900.

Tytan..... 20,610,000 89,450,000

Pokfulam..... 3,200,000 51,440,000

Wong Nei..... 1,442,000 14,280,000

Chengung..... 1,442,000 14,280,000

Total..... 25,252,000 155,170,000

Consumption of Water in the City of Victoria and Hill District during the month of May.

1899. 1900.

Consumption..... 8,420,000 98,403,000 gallons

Estimated..... 200,300 206,000

Consumption..... 135 154 gallons

per head..... 9.7 9.3 gallons

per day..... 15 days intermittent 1st-13th intermittent

Supply..... Supply.

Consumption of Water in Kowloon Peninsula during the month of May.

1899. 1900.

Consumption..... 8,146,000 8,086,148 gallons

Estimated..... 26,900 28,100

Consumption..... 9.7 9.3 gallons

per head..... 9.7 9.3 gallons

per day..... 15 days intermittent 1st-13th intermittent

Supply..... Supply.

The Government analyst reports that the water is of excellent quality.

THE BOER PEACE DELEGATES.

WASHINGTON, May 10th.
A meeting was held last night at the house of Congressman Sulzer to arrange for the reception of the Boer peace envoys now on their way to the United States from Holland. The meeting included a considerable number of Senators and Representatives. It was decided that the Boer delegation should be accorded a reception similar to those tendered Kossuth, Lafayette and Parnell. The Grand Opera-house has been secured for Sunday, May 20th, and public addresses of a non-partisan nature will be delivered by prominent men.

HOOLEY NOT BACKED BY THE CZAR.

NEW YORK, May 9th.
A San cable from London, says: "The afternoon papers here gave prominence yesterday to interviews with Ernest Terah Hooley, the well-known company promoter, who alleged that the concession recently granted by the Czar for working gold deposits on his majesty's private estate in the North-Hink region of Siberia had been granted to him, and that he was managing the whole business, backed by capitalists whose names he declined to divulge. The Daily Express, which first printed the story about the concessions, denounces Hooley's tale as a fabrication. The paper says it knows who the real concessionaire is, and says that negotiations have been proceeding for six months. Hooley only learned of them three weeks ago. His only connection with the matter is that £7,000 of £1,000,000 capital was furnished from funds that are more or less under Hooley's control. The Russian Embassy and Consulate were horrified by seeing Hooley's name linked with that of the Czar, and they utterly repudiate him. Hooley, who failed some time ago, after carrying on very extensive operations in which a number of persons were involved, is still an undischarged bankrupt."

EDUCATION UNDER DIFFICULTIES IN NATAL.

The Superintendent of Education for Natal has just issued his annual report for 1899, and it makes very interesting reading in view of the fact that the year's school-work has been seriously hampered and interrupted by the war between the Empire and the two Dutch Republics. All the European, native, and Indian schools north of Ladysmith have been abandoned for the time, and the superintendent visited Ladysmith during the beginning of April to arrange for the resumption of work at the Government school, which has had "the novel experience of having its school desks splintered by enemy's shells during the siege." A large number of children from the Republics have partially disorganized the schools to which they have gone, as most of them were found lamentably deficient in their schooling, and special classes had to be formed for boys who were too old and too big for infant classes, but not advanced enough to enter the lowest class of a boys' school. All these refugee children have received free books and free education. The school buildings at Newcastle and Durban are being used as Boer hospitals, while the collapse at Pietermaritzburg and the Government school at Estcourt are military hospitals. Women's schools were closed for more than a month. Seven schoolmasters of the Education Department are on active service at the front. The pupils of the Government schools at Pietermaritzburg and Durban have been largely contributing in kind to the various military hospitals and refugee homes. The Superintendent of Education regrets to say that the "Richmond White" Challenge Cup, value £10, for cadets, won by a team from Dundee School, was carried off by Vryheid Boers when they looted Dundee School and the schoolmaster's house.

THE "SAINTS OF ICE."

A FRENCH COUNTRY SUPERSTITION.
PARIS, 10th May.
To-morrow begins a period of three days that is awaited with apprehension by such of the country folk in France as still believe in the old popular superstitions. The three saints that figure in the calendar for May 11, 12, and 13 have a most unsatisfactory reputation. Their names are St. Mamert, St. Pancrace, and St. Servais, and they are popularly known as the saints of ice. According to a very ancient tradition, a sudden spell of cold weather is to be feared when the anniversary of the "saints de glace" comes round. As this visitation of frost usually follows the succession of warm days that usher in the spring it is particularly dreaded, since it is not at all unlikely to prove fatal to the fruit crop and the early plants and vegetables. Modern meteorologists have cleared the reputation of the saints of ice, but at the same time their observations go to show that there is some foundation for the fears aroused by the advent of the chilly trio. It is a fact that the warm weather of the early spring is very frequently interrupted by a sudden break during the first half of May. Fortunately, for the good repute of the saints, the coming of this cold spell cannot be laid to their door, as it sometimes precedes and sometimes follows the dates they occupy in the calendar. Still, there are also seasons in which it coincides with those dates, so that it is not surprising that faith in the popular tradition should have survived so long.

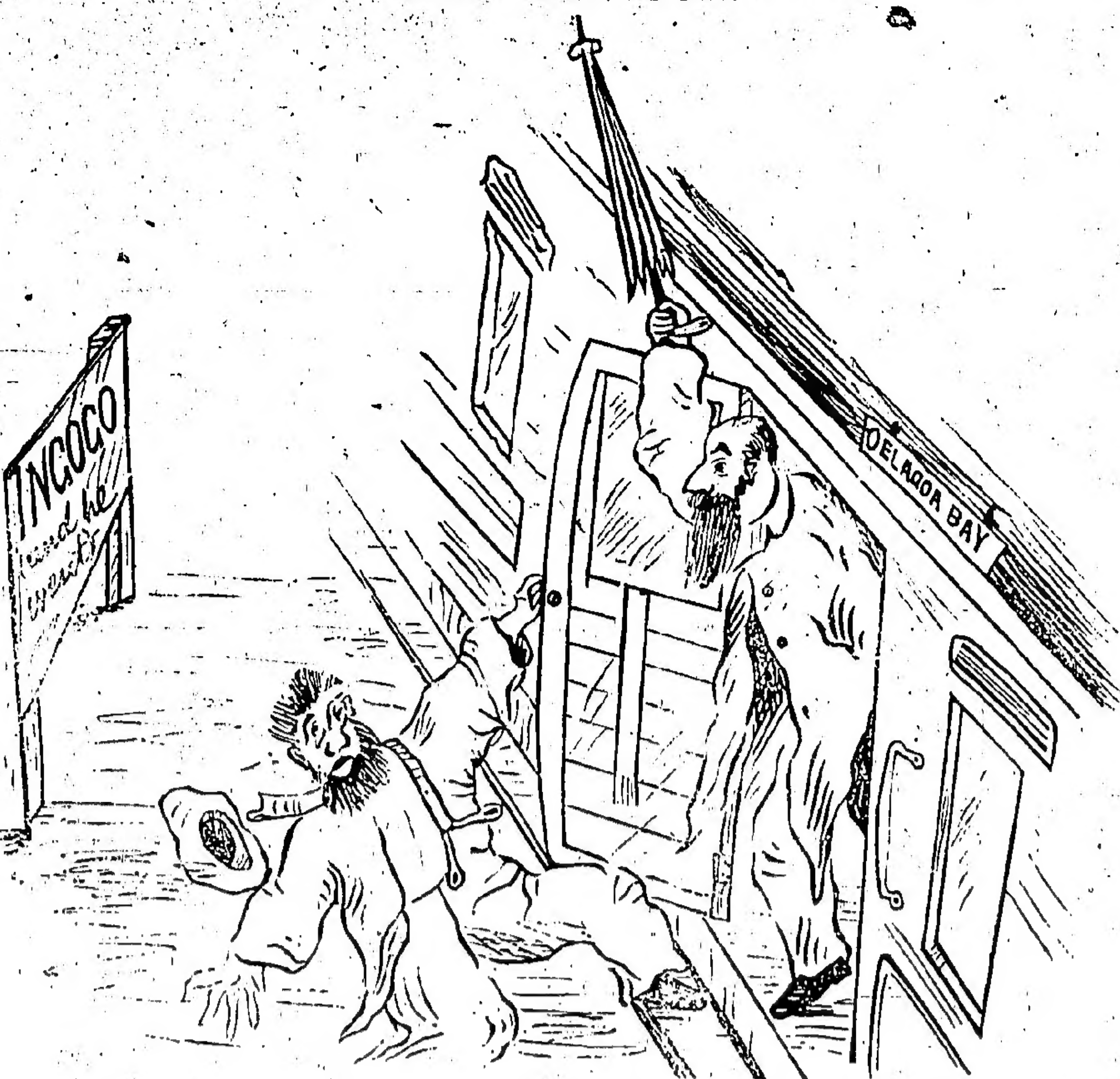
TECHNICAL INSTRUCTION TO SOLDIERS.

It has been suggested to the Technical Education Committee of the Surrey County Council that it would be popular and useful if teaching was given in subjects specially suitable to those who are likely to enter the army or to become volunteers, such as first aid to the wounded in war, the hygiene of camp, field cookery, and the best methods of combating diseases like enteric fever and dysentery. The committee state that so long as such teaching does not trespass upon the field of physical exercises, drill, &c., they agree that after due consideration and the drawing up of a proper scheme under medical advice, it may be possible to take steps in the direction indicated.

SALE OF DANTE'S HOUSE AT MULLAZZO.

The house occupied by Dante at Mullazzo, after he had been expelled from Florence, has lately been sold. It was in this house that the poet wrote several cantos of the "Inferno." The hopes that the Italian Government would intervene to save the venerable building from an ignominious end have not been realized. The house was "knocked down" to one Signor Gualf for the low sum of 2,000 lire. People are asking what the society known in Italy as the Dante Alighieri was doing to allow this sale.

OUR CARTOON.



NEW NURSERY RHYME.

There was an Ex-President Steyn.
Who sought independence in vain.
When nearly got-at-able, he twice moved his Capital.
And afterwards sloped by the Train.

THE PHILIPPINE WAR.

AN AMERICAN VIEW.

The attempt to subdue the Filipinos goes on, unabated, with great carnage and no end in sight. Time and again General Otis has sent assurances that it was all over, and time and again it has flamed up, not with the fiftieth class of dying embers, but the lurid light of a fresh conflagration. On May 1st came the news of the siege of the Forty-third Volunteers at Cautib, in which nineteen Americans were killed and two wounded. The survivors were in great straits when a relief party appeared and raised the siege. May 2 General Otis said in an interview just before leaving Manila for home: "You know I am rather pessimistic. I am not inclined to take the sanguine view prevailing in certain quarters, yet I have held the opinion for a time that the thing is entirely over. I cannot see where it is possible for the guerrillas to effect any reconquering, concentrate any force or accomplish anything serious. We have 110 military posts north of Manila and 94 south of the city."

May 3 there was a desperate fight at Lembang, in the center of the island of Panay. The Twenty-sixth Infantry was surrounded, four killed, and sixteen severely wounded were left on the field, and the survivors retreated, having a very narrow escape.

Mr. Wildman, late Vice Consul at Hongkong, says that all the money paid for help at the recently opened ports is being used by the Filipinos in buying arms and ammunition, which they find no difficulty in getting into the islands. Our friend the Sultan of Sulu is on his way to Singapore to protest against the tariff on imports into his domain, which has increased the cost of the necessities of life.

The people of the United States make policies and unmake them. The people have on hand this problem, lying at a great distance from them. They must face the truth as revealed by daily experience. Too much cannot be said in praise of the President's desire to get at all the facts. He has at no time been intolerant or disposed to pursue a personal policy. His recent appointment of Judge Taft, a pronounced and vigorous anti-expansionist to the chairmanship of the new Philippine Commission, is evidence of his purpose to give the issue ripe examination and to prevent that examination from being ex parte.

The problem is the country's problem, and belongs no more to the President than to the people. He takes and stands by the position that these islands are not yet under the constitution. They are not yet an integral part of the Union of the United States. Our military commanders on the ground are as much at sea on the question as are the people at home.

One thing stands out in bold relief. The Filipinos are not conquered. Their spirit is not broken. Their capacity for resistance has not begun to be exhausted. Whether as guerrilla fighters or in regular formation they make up in swiftness of movement, stealth of approach and sudden disappearance in retreat what they lack in tactics and discipline.

We have 210 military posts and garrisons in the island of Luzon alone, and yet the natives attack, slay and retreat, to attack again, regardless of their own losses. There is no evidence that any but the smallest fraction among them are our reliable friends. Let us dismiss the fairy tale that we can depend upon them at all as allies. To expect it is against us. If they profess friendship it is only that they may use the intercourse thereby secured for the advantage of their own people.

To illustrate: It has been frequently declared officially and privately that Panay was a paradise in its friendly peacefulness. Promising experiments in self-government have been inaugurated there, and we have heard much about the reopened schools and recrudescence of industries. Yet the severest reverse of the whole war has just happened to us in the happy island of Panay. Along with these reports came rumors of two hundred of our officers, in the various commands in that service, who have their resignations in the hands of General Otis, anxious to escape the noxious climate, the vertical sun and the poisonous air and water, and get back home.

These things instruct the people. They are not partisan material for any politicians. They are information acquired in the dear school of experience. They stand against the theory that this territory is in the Union and that its people are citizens of the United States, to be of us and with us forever, whether we will or they will or not.—S. F. Calk.

THE CAPE TO CAIRO.

Mr. Grogan has given the Royal Geographical Society an interesting account of his journey from the Cape to Cairo, in which he passed through the little known country of the Russi valley and the lake and highlands of Kiwi in German Central Africa. The lake is very deep and its scenery is superb, "a happy blend of Scotland, Japan, and the South Sea Islands," its deeply indented shores, being formed of detached hills, from which its calm waters may be viewed from the heights of fifteen hundred feet as the travellers crest them on his way. The hills on the north-eastern corners are volcanic cones, and two of the principal volcanoes, six in number, are still active, and are the only ones known to exist in Africa. The plain north of Kiwi is waterless owing to the porous nature of the soil, in spite of which it supports a teeming population, who obtain the necessary element by tapping the stems of the banana. The forests on the slope of the volcanoes are so luxuriant as to be impenetrable to everything save elephants. The imaginary mountain of Mumbure—despite its appearance on maps, with its height duly stated—although it was accepted by British diplomacy as an equivalent for Kilimanjaro, was bestowed on Germany instead.

WHAT HE COSTS!

Official figures were submitted at Washington recently which showed that the cost of the American soldier per annum was 1,502 dol. This individual sum, it is worth noting, is largely in excess of the cost of European troops. Great Britain, which has the smallest army of all the Great Powers, expends, roughly, £93 on each of her soldiers; Austria, with a war footing of over a million men, expends £45 per man; and Germany and France, the two military Powers of Europe with the biggest armies, are equal with an individual outlay of £43. Italy, with the second smallest army, spends £38 on every soldier she maintains; and Russia's cost is estimated at £37. In 1886 each soldier cost the United States \$278, so that the lapse of fourteen years exhibits no small difference in national cost per man.

CRONJE A SCOTCHMAN.

General Cronje's genealogy has been traced to an unexpected quarter, and he turns out to be a pure Scotchman with relations living in one of the Border counties. This discovery was announced at a recent meeting of the London Scottish Border Counties Association by Sir James Crichton-Browne, who said that Cronje is the Dutch rendering of McCrone, the Commandant's hereditary name. Both his parents were born in Scotland, his father at Auchincarrig, his mother at the Haugh of Urr, so that he is a pure-blooded Galloway man, and the lecturer pointed out the similarity between the system of warfare practised in South Africa by foray, ambush, surprise and retreat, and that of the Border raiders. The men of Galloway in particular had, he said, always been distinguished for their mobility when lifting cattle. It is curious how completely in this case the distinctive Boer characteristics, the shortness of neck, slouching gait and lowering expression were acquired in a single generation, making the captive of St. Helena a typical Boer of the Boers in all external features.

A PRETTY LITTLE SCHEME.

Walter Williams, a labourer, was at the County of London Sessions the other day sentenced to five years' penal servitude and four years' police supervision; George Stevens, a wheelwright, to four years' penal servitude and three years' police supervision; and Jane Williams, a shop-keeper, to twelve months' imprisonment, for being concerned in a number of burglaries in Lewisham, Blackheath, and the neighbourhood, in which property to the value of over £800 was stolen. The male prisoners became acquainted while both were convicts at Dartmoor, and they there formed a scheme to steal a yacht, and then commit burglaries in riverside residences, the spoil to be hidden on the vessel. The police obtained information which enabled them to frustrate the plot and arrest the prisoners.

THE COLONIES AND THE EMPIRE.

The banquet given in London recently by the British Empire League was a veritable Imperial Festival. Its object was two fold—recognition of the services rendered in the field by the Colonial troops; and welcome to the Australian delegates; and it was attended by the Prince of Wales, the Prime Minister and the Colonial Secretary. His Royal Highness pointed out that though we had little doubt that in a war like the present, the sympathy of the Colonies would be with us, it was beyond all our expectations that we should have received the help of their best material and best blood in the struggle for the maintenance of the Empire. This point was still further pressed by Lord Salisbury in proposing the toast of her Majesty's imperial forces. The Colonial troops had not only assisted but had borne the brunt of many fights, and they had been led to this, not for any immediate interest of their own but for their sympathy with their fellow subjects and their love for the Empire. That was a magnificent spectacle which had taken our selves, but more and more the world, by surprise. But over and above their service in the field they had drawn the Empire together and had given us a moral support which, in the present state of opinion in some portions of the world, was no small assistance. After what the Colonies had done, we were conscious that we were a much more important nation than heretofore. Henceforth our statesmen would have a wider public opinion to look to, but at the same time he would deprecate any artificial forcing of the natural working of the circumstances in which, with great efficiency, they had produced Imperial co-operation beyond all our hopes and, beyond all our expectations. They had produced a concordant sentiment which no amount of coercive legislation in many centuries could have generated, and they had warned us of this: that institutions which were due to legislative enactments were infinitely weak compared to these which had grown up under the impulse of the aspirations and the instincts of the people whom they concerned. Mr. Chamberlain, in proposing the health of the Australian delegates, said that two cardinal points had emerged from their friendly negotiations with the Imperial Government on which there was absolute unanimity: the desirability of Australian federation, and the duty of the Imperial Government to watch over the interests of the Empire at large. Until the dream of an Imperial Council representing the interests of every part of the Empire had been fulfilled it fell to the mother land to act as trustee, as it were, for Imperial interests, and to guard the future of the Empire. Therefore it was that, with no arrogance of thought or expression, without, he hoped, the suspicion of any motive beyond the desire for the common weal, they asked that their right to be heard should be recognised whenever that trust was touched, whenever anything was proposed which even appeared to threaten its interests.

SHIPPING REPORTS.

Captain Krobbe, of the steamship *Benlarig*, from Shanghai, reports: "Fine weather and moderate Northerly winds."

Capt. J. Fripps, of the steamship *Nanyang*, from Penang and Singapore, reports: "First day out Easterly winds, light and variables, latter end S.W. with squally and rain."

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.764
Thermometer.....80.7
Humidity.....83.0
Rainfall.....16.496

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer.....29.84 29.75
Temperature.....80 82
Humidity.....87 84
Rainfall.....0.10

TO-DAY.

Saturday, 9th June, 1900.
Chinese—13th of 5th moon of 26th year of Kwang-shi.
Sun—Rises.....5hr. 17min.
Sets.....6hr. 41min.
High water—Morning.....6hr. 33min.
Afternoon.....7hr. 58min.
Low water—Afternoon.....6hr. 0min.
Afternoon.....1hr. 45min.

ANNIVERSARIES.

1849—Attempt to burn the British fleet in the Canton River.
1869—H.M.S. *Bouncer* from date to 27th July, captured over 30 pirate junks.
1871—Telegraphic communication established between London, New York and Hongkong.
1885—Treaty of Peace between France and China signed at Peking.
1888—German s.s. *Fero* wrecked off Lamma Island.
1891—Mission at Soochow attacked.
1892—Suspension of New Oriental Bank.
1897—Loss of the P. & O. s.s. *Aden* with 78 lives.
1898—Chinese cruiser *Fowchi* sunk outside Port Arthur harbour, 122 lives lost.
Convention signed by Sir Claude McDonald at Peking, re Kowloon Hinterland.
1899—Situation in Transvaal becoming critical.

TO-MORROW.

Sunday, 10th June, 1900.
Chinese—14th of 5th moon of 26th year of Kwang-shi.
Sun—Rises.....5hr. 17min.
Sets.....6hr. 41min.
High water—Morning.....6hr. 33min.
Afternoon.....7hr. 58min.
Low water—Morning.....6hr. 0min.
Afternoon.....1hr. 45min.

ANNIVERSARIES.

1840—Attempted assassination of the Queen by Edward Oxford.
1876—Torture abolished in the Japanese Courts.
1878—Piratical attack on Green Island Light-house, Hongkong.
1879—Mr. Gee and escort attacked in the Tooti Valley.
1898—Stars and Stripes hoisted over the fortress of Guantamou.—War Revenue bill passed House of Representatives.
1899—Fire on J. M. s.s. *Amara*; \$5,000 estimated damage.

AGENDA.

TO-MORROW.

CHURCH SERVICES.
St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church.—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.
St. Francis' Church, Wanchai.—Mass (Chin.) 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m.
Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church.—11 a.m. and 6.30 p.m.
(About)—D. & Co.'s steamer *Sikh* leaves for New York via Suez Canal.
C. & O. S. Co.'s steamer *King* leaves for San Diego and San Francisco etc.
Daylight—C. N. Co.'s steamer *Nanchang* leaves for Tientsin.

MONDAY, 11th.

Noon—Extraordinary General Meeting of the "Star Ferry" Company at No. 2 Connaught Road.
3 p.m.—Meeting of the Legislative Council and Finance Committee.
4 p.m.—C. S. N. Co.'s steamer *Yuenang* leaves for Manila.

TUESDAY, 12th.

Noon—D. S. Co.'s steamer *Catherine Apcar* leaves for the Straits.
O. S. Co.'s steamer *Agamemnon* leaves for London via Suez Canal.
C. N. Co.'s steamer *Shanghai* leaves for Samarang and Sourabaya.
N. P. steamer *Bramar* leaves for Portland, Oregon.
Cargo ex *Utschi Maru* subject to rent.

WEDNESDAY, 13th.

Daylight—N. Y. K. steamer *Awa Maru* leaves for London etc.
Noon—Cargo ex *Pakling* subject to rent.
9.20 p.m.—Lecture on "Moundings of the Naval Guns" etc. by Capt. Percy Scott, R.N., C.B., at City Hall.

THURSDAY, 14th.

Noon—N. L. steamer *Sachsen* leaves for Europe.
Cargo ex *Bengal* subject to rent.

FRIDAY, 15th.

(About)—P. O. steamer *Socatra* leaves for London etc.
8 p.m.—Regular Meeting of the Lion and Rose Lodge.

SHIPPING AND MAIL NEWS.

MAILS DUE.
German (*Bayera*) 12th inst.
German (*Sachsen*) 13th inst.
American (*America Maru*) 15th inst.
Canadian (*Empress of India*) 18th inst.
American (*Garlie*) 4th prox.

The Austrian Lloyd's S. N. Co.'s steamer *Trieste*, left Singapore for this port this morning.

The M. & Co.'s steamer *Sham*, has left Singapore yesterday the 8th inst., and may be expected here on or about Tuesday the 14th inst.

The O. & O. S. Co.'s steamer *Galle*, with Mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 6th inst.

The Imperial German Mail steamer *Sachsen*, has left Shanghai via Foochow on Friday p.m., the 8th inst., and may be expected here on or about Wednesday morning, the 13th inst.

The Imperial German Mail steamer *Bayera*, carrying the German Mails with dates from Berlin of the 14th inst., has left Singapore on Thursday p.m., the 7th inst., and may be expected here on or about Tuesday, the 12th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, arrived at Shanghai 8.30 p.m., on Friday, the 8th inst., and leave 6 p.m., to-day, the 9th inst., for Nagasaki where she is due to arrive at 7 a.m., on Monday, the 12th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Monterey*.....at Kowloon Dock
U.S.S. *Oregon*....." " " " " "
W. H. Smith....." " " " " "
Hainan....." " " " " "
Changsha....." " " " " "
Kutang....." " " " " "
Triumph....." " " " " "
Independent.....Cosmopolitan " "
Bramar....." " " " " "
Fatsan....." " " " " "

PASSED THE CANAL.

Outward—22nd May—Sydney, *Vindobona*, *Padua*, *Colombo*, *Koh*, *Loatuker*, *Sukhyang*, *Bayera*, *Indravelli*, 25th May *Stentor*, *Tonkin*, *Wakara*, *Alam*, *Chittagong*, 25th May—*Bingo*, *Mara*, *Volat*, *Kintuck*, *Arana*, *Dreaden*, 5th June—*Socata*, *Holstia*, *Tamba*, *Mary*, *Stuttgart*, 8th June—*Kanagawa*, *Mara*, *Maria*, *Nalerie*, *Calchas*, *Erzherzog*, *F. Ferdinand*.
Homeward—Prinz *Heinrich*, *Ernest*, *Simons*, *Sibiria*, 5th June—*Malacca*, 8th June—*Prussen*.

Arrivals at Home—30th May—*Melbourn*, *Wemar*, *Breconshire*, *Heidelberg*, *Yarra*, *Gulgate*, 5th June—*Calhary*, 9th June—*Bingo*, *Mara*, *Ernest*, *Simons*, *Saxonia*.

Shipping.

Arrivals.

BENVENUE, British steamer, 1,467, J. Potter, 8th June.—Saigon 3rd June, Rice.—Gibb, Livingston & Co.
HERMES, Norwegian steamer, 849, J. C. Jensen, 8th June.—Hongay 6th June, Coal.—Jardine, Matheson & Co.
HAILAN, French steamer, 377, Merles, 9th June.—Pakhai and Iloilo 8th June, General.—A. R. Marty.
TAISANG, British steamer, 1,544, S. Wilde, 9th June.—Canton 8th June, General.—Jardine, Matheson & Co.
SILESIA, Austrian steamer, 3,148, Behrens, 9th June.—H. mury via Ports 26th May, General.—Siemssen & Co.
HAMLIN, British steamer, 636, W. Davis, 9th June.—Swatow 8th June, General.—Douglas, Lapraik & Co.
MANCHURIA, Russian steamer, 1,000, Shoning, 9th June.—Singapore 3rd June, General.—Order.
BENLARI, British steamer, 1,542, Krobbe, 9th June.—Shanghai 6th June, General.—Gibb, Livingston & Co.
FUI WO, British steamer, 500, Freeman, 9th June.—Foochow 7th June, General.—Mr. George McInnis.
ANPING MARU, Japanese steamer, 1,053, J. Satow, 9th June.—Anping 5th June, Amoy 7th, and Swatow 8th, General.—Mitsui Bussan Kaisha.
NANYONG, British steamer, 984, J. Fripps, June.—Penang and Singapore 2nd June, General.—Chinese.
SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 9th June.—Canton 9th June, General.—Arnhold, Karberg & Co.

Clearances at the Harbour Office.

Saikong, British str., for Samsui.
We Ting, Chinese steam-launch, for Wuchow.
Maiden Maru, Japanese str., for Swatow.
Hornida, Italian str., for Singapore.
Benlarig, British str., for Singapore.
Kwai Lam, British steam-launch, for Macao.
Hating, French str., for Haiphong.
Tsurigisan Maru, Jap. str., for Kutchinotzu.
Sullberg, German str., for Chuefo.
Toyo Maru, Japanese str., for Kobe.
Nanchang, British str., for Swatow.
Wachow, British str., for Wuchow.
City of Rio de Janeiro, American str., for San Francisco.
Michael Jelen, Ger. str., for Haiphong.
Manchuria, Russian str., for Port Arthur.

Departures.

June 9, Ballarat, British str., for Europe.
June 9, Prento, German str., for Canton.
June 9, Sullberg, German str., for Chuefo.
June 9, City of Rio de Janeiro, American str., for San Francisco.
June 9, Michael Jelen, German steamer, for Haiphong.
June 9, Rollia, British str., for Japan.
June 9, Fausang, British str., for Hongay.
June 9, Triumph, American str., for Saigon.
June 9, Hornida, Italian str., for Singapore.
June 9, Hermes, Norwegian str., for Canton.
June 9, Zaire, Portuguese gunboat, for Macao.

Passengers—Arrived.

Per *Benvenue*, from Saigon—8 Chinese.
Per *Silesia*, from Singapore—Mr. Hoppe, and 23 Chinese.
Per *Haiman*, from Swatow—Mr. Woodensing, and 137 Chinese.
Per *Anping Maru*, from Swatow—63 Chinese and 1 Japanese.

Departed.

Per *Rollia*, for Nagasaki—Messrs. Cheong Ming Ky, Oyasu, Okiku, Chan Kim and Hom Dai For Kobe—Messrs. Chan, Hang Kee, Hung Fat Shing, Mrs. Law See, and Mr. E. Leopold. For Yokohama—Mr. Tai Tuck Ting.
Per *Ballarat*, from Yokohama for London—Messrs. W. Hilliers and W. B. Newman.
For Penang—Mr. and Mrs. How. From Shanghai for London—Mr. J. McKenna, Mr. and Miss Hunter, Miss Stockwell, and Mrs. J. McClure. From Hongkong for Singapore—Messrs. M. B. Colin, C. P. Cumming, Brame, C. S. Gubiny, A. B. Mahomed, F. D. Burdett, and Mrs. Holder. For Bombay—Messrs. E. Ormiston, S. N. Nissim, D. S. Shellen and J. S. Tayalally. For Marseilles—Mr. John Farry. For London—Master Gunner Stretton and family, Master Gunner Milligan and family, and Mr. A. Jolly.
Per *City of Rio de Janeiro*, for Shanghai—Messrs. W. J. Solly, R. A. Dowler, H. A. Ramsden, T. Cowen and Chas. Kohn. For Nagasaki—Mr. Lok King Nam. For Kobe—Mr. A. Abdollahi. For Yokohama—Messrs. R. Wildman, Mr. Matsuda, Mr. R. Wildman and infant, 1 European maid and 1amah, Master R. Wildman, Jr., and Mr. C. Abdulla. For Honolulu—Mr. Yee Shee, Master Chin H. Yin, Miss Moy Heong and Miss Shoon Ho. For San Francisco—Miss M. Wotherspoon, Mrs. C. S. MacKinnon, Miss Florence Woodall and Mr. Ung Youman, and Mrs. Ng Mui. For Vancouver—Mr. P. Wagstaff. For London—Mr. and Mrs. C. Forsmann.

STEAMERS EXPECTED.

Names.	From.	Due.
Awa Maru.....	Singapore.....	June 11th.
Bayera.....	Singapore.....	June 12th.
Sachsen.....	Shanghai.....	June 13th.
Siam.....	Singapore.....	June 14th.
America Maru.....	Japan.....	June 15th.
Trieste.....	Singapore.....	June 12th.
Empress of India.....	Vancouver.....	June 18th.
City of Peking.....	San Francisco.....	June 25th.
Galle.....	San Francisco.....	July 4th.

We would direct the attention of shipping firms to the fact that the "Steamers Expected" and "Passengers Arrived" are now published in these columns, and in so doing respectfully request the managers of shipping firms to give orders to their agents to furnish the dates of their ships, so that they may be able to give the latest available information very promptly.

Entertainment.

THEATRE ROYAL, CITY HALL.

LECTURE
IN AID OF THE
INDIAN FAMINE FUND.
ON
WEDNESDAY, the 13th June, 1900,
at 9.20 P.M.

Captain Percy Scott, R.N., C.B. and Captain A. H. Limpus, R.N., have kindly consented to lecture upon the subject of the "MOUNTINGS OF THE NAVAL GUNS AND THEIR SUBSEQUENT USE WITH THE LADYSMITH RELIEF COLUMN."
His Excellency Major-General Gascoigne, C.M.G., will take the Chair.

PRICES:
Dress Circle and Stalls (Reserved)... \$1.00.
Pit (Unreserved)... 50.

TICKETS may be obtained from the Comptroller at the City Hall, on and after THURSDAY, the 7th day of June, 1900, at 10 A.M.
HENRY F. POLLOCK,
Hon. Secretary,
HONGKONG ODD VOLUMES SOCIETY.
Hongkong, 2nd June, 1900. [722b]

To be Let.

TO LET.
A FIVE ROOMED FURNISHED HOUSE in CAINE ROAD.
Apply to
"C. R."
c/o This Paper.
Hongkong, 30th May, 1900. [709b]

TO LET.
"HARFORD" MAGAZINE GAP.
GROUND FLOOR, 52, PEEL STREET.
RIPON TERRACE.
13, PRAYA CENTRAL.—ROOMS on 2ND FLOOR.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th June, 1900. [21]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAINUN."
Captain Davis, will be despatched for the above Port, TO-MORROW, the 10th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 9th June, 1900. [742b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO AND TIENSIN.

THE Company's Steamship
"NANCHANG."
Captain Finlawn, will be despatched as above TO-MORROW, the 10th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th June, 1900. [693b]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports, TO-MORROW, the 10th instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 9th June, 1900. [45]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."
Captain J. G. Ollent, will be despatched for the above Ports, on TUESDAY, the 12th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 6th June, 1900. [735b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.
THE Company's Steamship
"DIONED."
Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [696b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship
"MENMUIR."
Captain R. W. Almond, will be despatched as above on MONDAY, the 18th instant, at 5 P.M.
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th June, 1900. [745b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"MENLAUS."
Captain Towell, will be despatched as above on TUESDAY, the 10th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th June, 1900. [725b]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship
"MAUSANG."
Captain Kynoch, will be despatched as above on MONDAY, the 11th instant, at Noon.
Cargo for KUPAT can be transhipped at SANDAKAN.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th June, 1900. [726b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SUANGHAI.

THE Company's Steamship
"KASHING."
Captain Hopkins, will be despatched as above on MONDAY, the 11th instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th June, 1900. [741b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG."
Captain P. H. Rolfe, will be despatched as above on MONDAY, the 11th instant, at 4 P.M.
This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 6th June, 1900. [734b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship
"SHANTUNG."
Captain Quail, will be despatched as above on TUESDAY, the 12th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [680b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"AGAMEMNON."
Captain Nish, will be despatched on TUESDAY, the 12th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd May, 1900. [570b]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship
"ANPING MARU."
Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 13th June, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 30th May, 1900. [705b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA MANILA.

THE Company's Steamship
"CHINGWO."
H. Harris, Commander, will be despatched as above on WEDNESDAY, the 20th instant.
For Freight, &c., apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 7th June, 1900. [740b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN."
Captain Helms, will be despatched as above on THURSDAY, the 21st instant, at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly-qualified Surgeon are carried.
M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th June, 1900. [723b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"ANTENOR."
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th May, 1900. [643b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"SIKH."
will be despatched for the above Port on or about the 10th July, 1900, and will be followed by the
S.S. "AFGHANISTAN."
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th June, 1900. [4]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ACARA."
Captain ... will be despatched for the above Port on or about the 15th July.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 1st June, 1900. [615b]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	WEDNESDAY, 13th June, at Daylight
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 19th June, at Daylight
MIKAWA MARU	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 19th June, at 4 P.M.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 22nd June, at Noon
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd June, at Noon
INARA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 29th June, at Daylight
FUTAMI MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th June, at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th June, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SARNIA	HAVRE and HAMBURG	11th June, P.M.	Freight.
*Fuchs	(LONDON with transhipment in HAMBURG)	About 23rd June.	Freight.
*SAMBIA	HAVRE and HAMBURG	June.	Freight.
*G. Schmidt	(LONDON with transhipment in HAMBURG)	About 29th June.	Freight.
*ARMENIA	NEW YORK	June.	Freight.
*Ostermann	(via SUEZ CANAL)	About 6th July.	Freight.
*FREIBURG	HAVRE and HAMBURG	July.	Freight.
*Proesch	(LONDON with transhipment in HAMBURG)	About 17th July.	Freight.
*WITTENBERG	HAVRE and HAMBURG	July.	Freight.
*Hempel	(LONDON with transhipment in HAMBURG)	July.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.
[27]

TOYO KISEN KAISHA. U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 26th June, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 21st July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th Aug., at Noon.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 5th July, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 31st July, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	at Noon.

THE U. S. Mail Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 26th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 2nd June, 1900. [7]

"CITY OF PEKING," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 5th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 9th June, 1900. [11]

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Goodwin	4,421	A. Jackson	June 16
Glengyle	3,750	W. Frakes	July 3
Queen Adelaide	2,832	F. McNair	July 25
Duke of Fife	3,821	J. S. Cox	July 28

ALSO
FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Calling at AMOY & SHANGHAI.

THE Attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

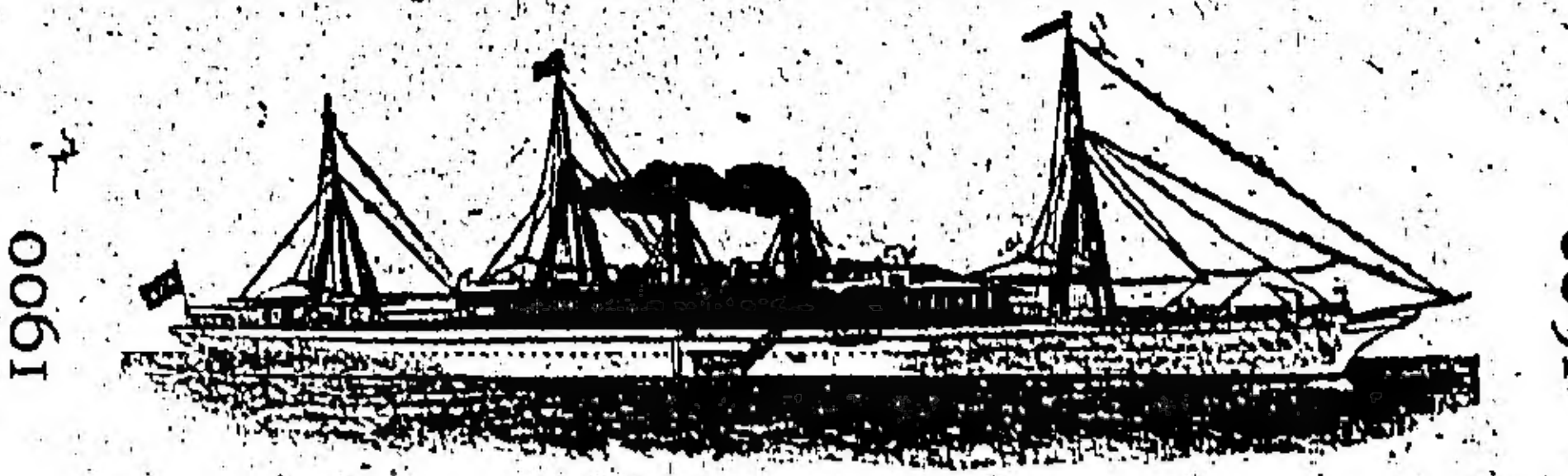
Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 8th June, 1900. [14]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

IMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 27th June.

IMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 18th July.

IMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 8th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. HICOM, General Agent,
Packer's Street.
Hongkong, 6th June, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King	3,379	Sunday	June 10
Thyra	3,812	about	June 30
Ensign	3,177	about	July 31
Carlisle City	3,002	about	Aug. 20
Starhyle	5,023	about	Sept. 15

THE Steamship

"BELGIAN KING," will be despatched for MOJI, KOBE, YOKOHAMA, SAN DIEGO & SAN FRANCISCO, TO-MORROW, the 10th instant, at Daylight.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan. [28]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

A FAIR DIPLOMATIST.

"Lady Markham, you have some influence with Betty; for pity's sake give her a word of warning."

"Warning! Why?"

"Look at Jim's face, and you'll understand."

Lady Markham turned to glance at the man her companion pointed out to her; he was standing alone in a corner of the ball-room, an angry flush upon his cheeks as his eyes obstinately followed the gyrations of a pale-green gowned figure.

"He looks rather stormy, certainly," she admitted, with a smile. "Has Betty been behaving particularly badly to-night?"

"Betty's elder sister laughed. 'Astonishing! And poor old Jim isn't seasoned yet. He looks just now like thirsting for Lord Hewitt's blood.'"

"Lord Hewitt? Oh, but that alters the case! I happen to know that Betty's flirtation to-night has been undertaken from a sense of duty."

"You mean that she wants to enlist his influence as to the vacant secretaryship in Paris?"

Lady Markham nodded.

"It is practically in his hands, you know. Betty is dying for her husband to get the post at the Paris Embassy, and Jim himself is scarcely less eager to see you succeed."

"That the end will justify the means? Perhaps so; but at present Jim looks dangerous, and I think I'd better go and attempt to soothe his ruffled spirit, or his diplomacy may not be equal to the occasion."

"Very well," returned the hostess. "I'll try to catch the little criminal. Tell Jim to wait for her in the Japanese boudoir. I'll send him the culprit, and he can lecture her to his heart's content."

Jim Greyever, certainly felt as he looked—in an exceedingly bad temper; and the fact that his wife was the pretty woman in the room in no way mollified him.

Betty was flirting out, gaily, he told himself, and the woman who could do that was incapable of caring for her husband.

All sorts of grim thoughts came into his mind as he watched Betty's graceful figure whirling lightly along by her not very youthful partner. Lord Hewitt's reputation was none of the best, and Jim felt bitterly angry that his wife should allow herself to be monopolized by him. As they passed his corner he caught an expression on her face as she laughed at her partner, and it was all he could do to suppress the very unparliamentary exclamation which sprang to his lips. It was at this precise moment that his sister-in-law, Lady Everett, laid her hand gently on his arm. He looked round sharply, and her deprecating glance served to quell the flood-gates of his wrath.

Lady Everett was some years older than Betty, and had considerable experience; therefore, having established herself and her companion in a secluded spot, she allowed him to rail against the green-gowned culprit without interruption or attempt at excuse, these well-meaning things, never serving any other purpose than to add fuel to the flame.

In due course, and as a logical conclusion to his own indignation, it was Jim himself who began to find extenuating circumstances for what a few minutes earlier he had called Betty's unwarrantable behaviour—she was so young, so pretty, so docile. Lady Everett knew the pleas people always put forth in absolution of Betty's sins.

But by the time they were concluded she judged that her brother-in-law had reached the proper condition to administer an admonition to his erring wife, and consequently she found him that in all probability Mrs. Greyever was to be found in Lady Markham's Japanese boudoir, and thither Jim immediately fled. Betty stood in the door of the little dimly lighted room a trifle undecided. There was a long glass in the corridor which led to this small apartment, and she stopped to survey herself in it. Her figure, almost childish face was flushed, and there was an ominous droop at the corners of her mouth. Betty felt that the scene in her life she had not deserved the accolade that Lady Markham had given her. She was a little rebellious at the prospect of the second edition of the same from the lips of her lord and master. But a smile dawned in her eyes as she pushed back the soft hair from her forehead. Jim's lectures always ended in one way—and that was a total unnecessary pretence to the faces on her gown, she pushed back the *portière* and entered the boudoir.

Petty blinked a little, for the room was very faintly lighted, and it took her a second or two to make out a man's figure leaning against the window, with his back to her, apparently engrossed in gazing at the leafless tress of the park below. She advanced softly and put her hands on his shoulders.

"Jim," she whispered; she felt him start, but he did not turn. "Jim, darling," she continued, trying to make him veer round; "Jim, surely you are not so cross with me that you won't look at me? Lady Markham said you were vexed, and she was altogether rather horrid about Jim," and the small gloved hands made another effort to turn the unresponsive man figure—and again without success.

The half-smile faded from Betty's face and her voice grew earnest.

"Darling," she went on, "won't you even look at me? Are you really so angry because I've been civil to that unspeakable old bore? Betty's tone grew injured.

"It is rather cruel of you, and so absurd! I've lost my whole evening, for he dances with me, my poor toes are crushed to pulp, I assure you."

Still there came no answer, and the speaker's lips began to tremble.

"You know quite well I've only been nice to Lord Hewitt for your sake. A slight movement of the black-coated shoulders made her correct herself. "Well, a little for my own too, of course; but we both want to go to Paris, don't we? And you said yourself that old Hewitt was the one man who could give you the berth and that I was to be as charming as I could to him. If you think I found him interesting, you are very much mistaken. He was one of the best of wrong leading strength for her indignant voice. "He's the most insufferable bore I've ever met. He talks like an old fashioned novel, and bows and ogles and makes himself perfectly ridiculous. Do you suppose that I am a particularly enjoyable partner for one to waste an evening on? And instead of being grateful to me, you pretend to be injured and won't speak. It's just horrid of you, and I'll never try to help you on in your career any more. As for this Paris appointment, I feel one life is all right, not that I care for it, but that old creature said to me, with one of his leers and—"

"Betty!"

Betty started back with a scream as she felt her shoulders seized from behind. She turned sharply, and the words died on her lips as she found herself face to face with her husband. For a second she stared at him, her eyes wide with amazement. "Jim!" she exclaimed at last, "you've only just come in. When you go, she went on, and she turned in bewilderment to the figure who back she had been addressing for the last ten minutes. Before she could finish her sentence he, however, stood facing her, and Betty uttered a cry of horror and covered her face with her hands as she recognized Lord Hewitt.

"Oh, Jim," she murmured, "take me away—take me home! What have I done?"

Lord Hewitt stepped forward, smiling. "Exactly what you meant to do, Mrs. Greyever."

he said—"obtained the appointment which your husband desired. You will receive the official communication in due course, but you may begin to pack your trunks. So clever a little lady cannot fail to help her husband in his diplomatic career. One word only of advice," he added quietly, "never take things for granted, and—beware of discreetly lighted rooms."

ALL FOR UNA.

The path of true love never runs smoothly, and the fairest of girls, like the fairest of men, must of necessity be plucked by the bold lover from a surrounding of thorns.

And the thorns that fence the sweetest roses in the garden of girlhood are many and varied. Sometimes they take the form of brothers—objectionable young brothers, whose manners are sufficiently coarse and uncivilised to knock the romance out of a whole garden of roses. Sometimes it is a crusty father who plays the thorn, and not seldom a small sister, for whom timid bachelors desire the love of the gods so that she may die young.

The young brothers may kick into decent behaviour, while the prickliness of the stern father may be softened by gentle words, and by the exhibition of business-like qualities hitherto missing from our character. The small sister may be bribed into friendliness and deathly sickness by means of unlimited sweets.

But what on earth is a fellow to do with a girl who will insist on keeping a beastly goat? Such was the impatient exclamation that capped the thoughts recoiled about as Billy Martin, dripping from head to foot, crawled out of the fountain on the rectory lawn where Billy, the goat, had just bled him.

Billy Martin, the squire's son, was sickening with love for the rectory's daughter, Una. She was the rose at which for a long time he had been gazing longingly over the hedge of the rectory garden. Billy the goat was the thorn that hedged her away from Billy the lover.

It was, therefore, not remarkable that Billy the lover, hated Billy the goat, and that Billy the goat should return the sentiment with all his heart and horns.

Billy Martin was a splendid fellow, and stood over six feet in his socks. Billy the goat was an equally splendid fellow in his way, for he stood as high on his cloven hoofs as a Shetland pony, and possessed a pair of splendid curling horns with which he could but with the power of half a dozen carthorses.

Billy the lover had known and loved Una from her childhood, and Una, in her turn had nursed and loved Billy the goat ever since he was a little kid and had to be fed with a rag dipped in milk.

She loved him none the less now that he had grown into a great beast, who could eat half a dozen special editions of an evening paper at a meal—and digest their contents. She liked him very much, and that was all.

Una approached across the lawn as Billy Martin, climbed out of the fountain where he had frightened the rectory goldfish nearly out of their wits.

Billy, as wet a Venus rising from the sea, threw his soaked cap at Billy the goat, who was eyeing him threateningly.

"Get away, you brute!" cried Billy Martin.

"Una," answered Billy the goat, angrily, and dropped his head as though to make another charge.

But Una, hurrying up, saved the situation.

"Oh, Billy, Billy! How could you be so naughty?" she cried, shaking a reproving finger at the angry animal, who forthwith tossed his horns contemptuously and trotted off, with his head as the smile of a thoroughbred satyr on his evil face as was possible.

"You might just as well live up to your name and keep a lion, instead of that beastly goat. He couldn't be more dangerous," remarked Billy Martin, as he emptied a box of wet matches out of his pocket and carefully examined the contents of his tobacco-pouch to ascertain the full extent of the damage suffered in his unexpected immersion.

"I'm awfully sorry, Billy; but you know it's all your fault," commented Una.

"My fault?" ejaculated Billy Martin, with indignation. "Why, I didn't even look at the beast!—didn't even see him. I was just walking peacefully across the lawn and the brute charged out of the laurels like an express train and sent me flying before I knew where I was!"

"You don't mean this time," said Una; "but you're always teasing him, Billy—you know you are. I saw you the other day from the drawing-room window, when you were watering the lawn. You remember well enough what you did then."

"Let me see, what did I do?" queried Billy Martin, innocently.

"You turned the hose, full force, on poor Billy," protested Una, reproachfully.

"Billy Martin, apologetically," replied Billy Martin.

"It wasn't," replied Una. "I saw you take that horrid 'Sporting Times' out of your pocket and tempt him across the lawn with it, and then you squirted him. And, Billy, he continued plaintively, "I don't think that it is kind of you to give me goat so many newspapers to eat. The other day I caught him chewing up a whole magazine with your name written on the cover. Now, I know that no one but you gave him that to eat, and he was so ill after it that I had to give him a lot of brandy."

"You think a deal more of that blessed goat than you do of a human being," growled Billy Martin. "Here am I, shivering and wet, all through that wretched animal, but you don't think of offering me any brandy."

"I'm so sorry, Billy. You must come up to the house at once, and papa will lend you some of his things while yours are drying; and you'll stay to dinner, won't you?"

"Most happy," murmured Billy, more amiably. "That is, if the goat isn't coming to dinner."

Una smiled.

A smile from Una was a pleasure not to be forgotten in a hurry.

First her white nose wrinkled slightly and her grey eyes lengthened and sparkled beneath the long fringes of silken lashes. Her lips parted slightly to disclose a row of pearly teeth, and half a dozen unexpected dimples came to life on cheeks and chin.

It was only half a smile, and made one wish for more, but it was quite enough to reduce Billy Martin to submission. For such a smile he would have allowed Billy the goat to but him round the parish.

"What can a fellow say to a girl who looks at him like that?" he groaned to himself, as he followed Una into the house.

Three months passed, but Billy made but little progress with courting the rectory's pretty daughter.

As he was often forced to confess to himself, he had no luck, and once or twice when he had screwed up his courage to put the momentous question, he was so soon foiled by Una's presence that his courage failed him entirely. Una's manner to him was always the same.

"No fellow could have a better friend," he argued to himself. "Why risk putting an end to such a friendship by making love to her and getting rejected? There is plenty of time!"

Nevertheless, he grew restless and wretched, more especially when another man came down

from Oxford to read with the rector—a man who had plenty of money, plenty of small talk, and no end of a quality, which Billy Martin situated to himself as "cheek."

The other man, whose name was Grosvenor, seemed to be getting on very well with Una. He used to sing duets with her after dinner in the dimly-lit drawing-room and talk about "Art" by the hour.

Poor Billy could only sing such songs as "There is a tavern in the town" or "Wrap me up in my tarpaulin jacket," and he was entirely innocent of all pretension to artistic knowledge.

It used to make him sick to hear Grosvenor warbling in his sweet tenor voice such lines as "Kiss my heart to love by thy dear, sweet, sweet eyes!" and to see him watching Una all the time he sang to mark the effects of the sickly-sweet sentiments of his ballads.

He got to thinking disparagingly and despairingly of his own attractions, for, like all big men, he was timid and modest. What could he do? He demanded of himself. Shoot straight, perhaps, ride straight, and play a good game of billiards? He could certainly swim like a fish and fight well with his fists if necessity arose.

But he could not play the piano or the violin or sing a love-sweet ballad, or write poems that were published in magazines, or "fragments" that were printed in small volumes with high art vellum bindings and torn edges!

He did not wrong Una by considering that he was next heir to a very old baronetcy and that he was pretty well off so far as the goods of this world were concerned, but he saw fit to think very lightly of his strength and his manliness and his handsome, proper, well-set-up figure.

Which showed that he creditably knew very little about women or women's ways of thought.

He half made up his mind to go out to South Africa with the Yeomanry without asking the question at all. His foolish modesty told him that he would only be courting rejection by presuming to measure his strength against the singing of drawing room ballads and the recitation of drawing room verses.

About this time, too, Una became somewhat perturbed in mind. Mr. Grosvenor's fervent singing of sentimental ballads had not passed unnoticed, especially when they were backed by attentions that were unmistakable in their intention.

She was not quite certain whether she liked Mr. Grosvenor or his flattering attentions. Moreover, she was beginning to think rather regretfully of Billy Martin. She had indirectly heard of his expressed intention of going to South Africa, and she did not want him to go. Why she did not know, and not being possessed of more than a woman's normal reasoning power, could not find out.

All she knew was that she did not know, and when woman gets into this state of mind it is a sure sign that she is waiting for some big event to make up her mind for her.

Billy, the goat, had fallen somewhat in her good graces. Of late he had acquired two disagreeable habits. First, he had learned to chew any sort of tobacco or cigar ends that were given him. Secondly he had taken to drink, and had struck up a boon companionship with every loafer and bad character in the neighbourhood village. It had all come out one day, when the village constable had been obliged to run the hilarious goat into the pound for getting drunk and disorderly conduct at the Pig and Unicorn.

Finding the last shreds of his character gone, the respectable goat had thrown off all pretence of sobriety, and was constantly breaking loose from the rectory garden and making his way down to the village, where openly and unashamed, he would beg for beer to drink and tobacco to chew.

They were at dinner at the rectory, Una Grosvenor, and the rector.

Una was silent and pale, and made but a poor pretence of eating. The rector was nervous and timid in manner.

Mr. Grosvenor alone seemed satisfied with himself as he smoothed his long silken moustaches by the aid of the glass opposite and laid down his views on art.

"I hope it is not unchristian," thought the rector to himself as he looked at Grosvenor, "but it somehow seems to me that his head is shaped too much like that of a cat, and I sincerely hope my little girl has not taken a fancy to him and his fine artistic ways. I wish she would not quarrel with Billy Martin yesterday. Poor Billy! I am sure he would not have harmed the goat."

Then he sighed aloud, and politely agreed with Mr. Grosvenor's loudly pronounced views on art. Mr. Grosvenor was very well satisfied with himself to-night. First of all he knew that Billy the goat, in a drunken stupor, aided by his efforts, had tumbled over the cliff edge at Smuggler's Leap, and was, without doubt, dashed to pieces.

He also knew that by his insinuations and certain circumstantial evidence in his possession he had caused Una to believe that the disappearance of Billy the goat was entirely due to Billy the lover.

A quarrel had resulted, and on the following day Billy was going over to the county town to enrol himself in the Yeomanry for South Africa.

They moved to the drawing-room presently, and the rector promptly and conveniently went to sleep.

Una refused to play, saying that she had a headache, so Mr. Grosvenor monopolised the piano, and gurgled forth ballad after ballad more or less of a tender and passionate nature.

After a time, notwithstanding his self-confidence, he could but feel that his audience was irresponsible and showed but little interest, even when he implored that some-one's eyes might "kiss his heart to love."

Nevertheless, he was about to press his suit in whispered conversation, when Una started up and rushed to the French window that opened on to the garden.

A butyl figure came outside in the moonlight and pulled his forelock as Una opened the window, and with a rush like a whirlwind Billy the goat dashed into the room.

With an expression of alarm Grosvenor rose from the piano. Billy the goat at once divined his presence, and promptly sent him staggering into the cosy corner with a vigorous butt.

"Where did you find him, Williams?" gasped Una, as she recognised one of the men from the coastguard station at Smuggler's Leap.

"On the Brandy Barrel Ledge, miss," answered Williams, with another tug at his forelock.

Then, catching sight of Grosvenor, who was blockaded in the cosy corner by the irate goat, Williams smiled meaningly.

"E knows who shoved 'im over the cliff! I see, miss," he remarked.

Grosvenor could not hear the words, but he saw the smile, and he wished he had been more civil to Williams on one or two occasions.

"What do you mean, Williams?" demanded Una.

"I mean that he shoved the goat over the cliff last night at 6-30 when he was intoxicated—I mean the goat, not the man."

Grosvenor would have issued from the cosy corner to explain matters in his own way, but Billy the goat promptly dropped his head, as much as to say, "No, you don't!"

Wonderful intelligent goat that miss! remarked Williams approvingly. "A plus me

in mind of a bit I read in the paper the other day about a dog who spotted the man as 'ad murdered' a master."

"How dare you say such a thing, Williams! Do you mean to tell me that Mr. Grosvenor pushed my goat over the Smuggler's Leap?" demanded Una sternly.

"I do that, Miss. I saw 'im with my own eyes, and so did Bill 'Awkins, my mate," replied Williams stolidly.

"It's a lie!" shouted Grosvenor from the cosy corner in a voice that brought the Rector hurriedly from his chair in the remote depths of the back drawing-room. "The beast tumbled over of its own accord. It was drunk, and I was only trying to save it."

"You did not tell me that my goat had tumbled over the cliff; neither did you tell me that you saw it on the cliff at all, Mr. Grosvenor," answered Una coldly.

"How did you find him, Williams?" she continued.

"I want 'im we found at all, miss. It was Master Martin that we found. We 'eard 'im 'ailing us from the Ledge this afternoon when we were out with the boat, and we got ropes, and it took us a couple of hours to get 'im up. 'Ed been down there on Brandy Barrel Ledge all night, and that blessed goat had pretty well butted 'im to pieces. 'Eard the goat bleat on the Ledge, and, 'e beast went for 'im and gave 'im such a doin' that we 'ad to lift 'im up in a cradle. I ought to have told you, miss, that they're bringing 'im along 'ere on the ambulance."

Without a word Una hurried down the garden to where the grim outline of the coast-guard's ambulance showed at the gate, escorted by a couple of the constables.

Billy the goat followed her, which gave Mr. Grosvenor the chance of escaping to his room, where he promptly packed his portmanteau.

The rector was so astounded that he could do nothing but rub his hands and remark, "Bless my soul!"

"I'm all right," said a faint voice from the ambulance, "a bit bruised, that's all!"

Two hours later Billy the lover lay on the sofa in the drawing-room, fed, washed, a bandage round his head and his arm in a sling. He was entirely happy.

Una, seated at the head of the bed, was nursing his hand, while Billy the goat, unchecked and unrestrained, was meditatively chewing a pile of very sentimental ballads in the other corner of the drawing-room.

So a great deal must have happened in those two hours!

"THE NURSE OF THE NAVY."

FIGHTING SHIP, DOCKYARD, FORGE, FLEET AND ARSENAL COMBINED.

If the British Navy of to-day were celebrated for nothing else, it would yet stand out distinguished for the possession of one craft that exists alone and unique in the world. This is H.M. torpedo-boat cruiser Vulcan, "the most remarkable combination of fighting force, speed and scientific ingenuity in the world's history," as Captain Mahan, of the United States Navy, calls it.

Years of experience showed experts and those responsible for our Navy that every fleet, and specially every torpedo fleet, must have a movable base, a vessel fast and capacious as she was powerful, and one that could not only give out stores, duplicate parts, and ammunition, but execute the most weighty and complicated repairs with as much completeness as though they were done in dock. The Vulcan is the wonderful outcome of their combined notions on the subject.

The length of the ship is 330 feet, breadth 58 feet; her displacement is 6,630 tons, and her draught 25 feet. Besides her

POWERFUL TRIPLE EXPANSION ENGINES driving twin screws, she has on board no fewer than 100 separate and distinct sets of engines, steam, electric, and hydraulic.

To give some idea of what her workshops must be like, it may be said that she has on board nearly 3,000 separate machines of the most expensive and modern kind, and it is claimed that in the repairing shops alone several thousands of distinct patents, many of them the exclusive property of our Navy, are included.

A vast mass of delicate and intricate machinery the Vulcan is, nevertheless, thoroughly fit for all the tear and stress of warfare. She is at the same time a strong, fighting ship, ready to separate and defend itself either by yard, without calling on the services of a single man except her own engineers and stokers she has, with normal draught, stemmed 850 miles in forty-eight hours, an average of 17½ knots an hour. This speed has been reached on several occasions without a sign of strain.

She can at ten knots an hour cruise 10,000 miles without coaling. As a repairing ship she possesses enormous lathes, drilling machines, planing, slotting, and punching machines, circular saws,

CARPENTERS' AND JOINERS' SHOPS, blacksmith's shops, forges, and blast-furnaces, and some of the best artificers in the world.

But most wonderful of all, the Vulcan has on board two derricks that have no parallel anywhere. They not only lift in and out of the water the ten completely fitted torpedo boats that she always carries on her decks, but can raise seventy tons in less than thirty seconds out of the water on to the deck in any position and back into the water again.

These mighty cranes are worked by hydraulic power, and are fastened into the very keel of the vessel herself. They do their work with reaching completely over the torpedo nets all round the vessel. This is important, because such lifting would always have to be done in war with the ship stationary, and therefore with her nets out.

Say that in action a torpedo-boat was badly damaged. The Vulcan's derricks would lift her and crew bodily out of the water in a very few minutes, as though she were a toy boat. In an incredibly short time the injured craft would be dropped in a protected position, where the Vulcan's artificers could get to work on her instantly.

These wonderful cranes cause the ship to list in only the slightest degree, though when the idea of them was first promulgated critics declared that the ship would turn over at once.

Besides the ten torpedo vessels that she carries on her steel decks, the Vulcan also bears a picket boat, a steam pinnace, a steam cutter, several very big counter-mining launches, and a host of smaller craft.

With her torpedo tubes of her own, this floating arsenal carries enough torpedoes, all ready for use, to sink any two combined European fleets, and it is frequently the case that she has too of these deadly engines on board at one time.

Even more deadly are the vast stores of mines, all ready to be handed out to the fleet to which she is attached, contained in her hold along with every accessory. Many of these mines are each charged with as much as 500 lbs. of gun cotton, and weigh 1,200 lbs. The value of such stores as the above may be conceived when it is said that each of the torpedoes is worth quite £500. The Vulcan is built of steel and has a ram of gigantic power. Her twenty machine guns of different kinds are of the latest pattern and can mostly be trained to fire all round the ship. Even looked at in this aspect, she is as formidable as nearly any cruiser in the service; but it is the combined fact that there is scarcely any article that a battle-ship or

torpedo-boat might require which the Vulcan could not promptly supply that renders her so unique a naval force.

Admiral Colomb has said about the craft that, "without her, the torpedo-boats of a fleet would be as chicks without their mother, and the squadron would be as a soldier without reserve ammunition. Of herself she could, with the vessels she carries and her mine store, play havoc with the best protected harbour in the world. She is a complete fleet of herself. Well, may sailors call her the 'Nurse of the Navy.'"

One of the greatest engineers of our time has referred to the specially devised and unique system of derrick as "one of the wonders of the world," and of the Vulcan herself he said: "She is worth any two protected thickyards that Britain possesses."—*A. Tait.*

WOMEN AND WAR.

The most famous Sirdar of the Egyptians is a man whose life has been employed in meeting and overcoming obstacles in varied shape, both great and small, writes an old member of his staff in "The King." "Impossible" has no place in his vocabulary, as many a less resolute subordinate has found to his cost. Strangely enough, the most reckless opposition ever encountered by this man or "ice and iron" has been at the hands of the soft, superior sex, who are often ready to rush in where angels fear to tread. At any rate an excellent story might be told of a recent feminine attack of this kind. A lady, imbued with the fond resolution of a mother, resolved in the interests of her offspring, upon a direct appeal to Lord Kitchener himself, Lord Kitchener, on his side, was equally determined to make no concessions to such irregular influences. The lady besought a personal interview. The Sirdar excused himself. Nothing daunted, the lady presented herself at a time and place which daily claimed the attendance of her victim in the routine of military business. The Sirdar posted an officer on guard with strict injunctions. Thrice induced by this sentinel to believe the great man was "not at home," she timed her next visit for an hour at which she deemed it impossible for her quarry to have escaped her. The faithful sentinel again stood in the back. How dare you tell me he is not here?" she gasped. "You shall not stop me." And before the astounded subordinate could muster sufficient resolution to actively oppose,

THE ENEMY HAD RUSHED THE POSITION with a wild rush of silk petticoats and parasol at the charge. Down the passage went the attack with unerring intention, and into the room at the end, and lo! a tall man, startled at his ablutions, garbed in deshabille, who, with the genius of the great general that he was, instantly took cover behind a green baize table and a couple of chairs. The victor of Omdurman had never found himself in so ignominious a situation, and acknowledged later that but for the furniture which he must have been seen.

But help was close at hand, and by a series of masterly operations the siege was raised. It was undoubtedly the closest shave the great chief had ever had. But when the enemy retired it was with the wholesome reflection that any attacks must fail when in the nature of a surprise against a position held by a master, not only of war, but of a set of ironclad susceptibilities which are not to be diverted from the best interests of the public service by all the private and personal influence in the world. The memory, however, of this terrible adventure has remained with the Sirdar, who, whenever reference is made to the subject, observes, with uplifted hands and eyes,

"THAT AWFUL WOMAN!"

Lord Kitchener has been described as a woman hater. This gives quite an erroneous idea of the general, who is too great a man to harbour prejudices which belong to smaller things than his own. The truth is he possesses just a view of woman's sphere and its appropriate limitations not to regard with all severity those representatives of the sex who transgress its boundaries. The present campaign in South Africa, however, presents one aspect—what may be called the feminine aspect—which the late Sirdar is not the only British officer by any means to regard with considerable disfavour. In Lord Kitchener's eyes war is the very sternest of business, and demands the sternest of business-like application. In this opinion and the opinion of those who think with him, the multitudes of women who preside either by curiosity or love of excitement, or because they are fighting, have flocked to South Africa in the wake of the forces, adds a feature to the present war and to the British Army as well, which, to say the least of it, is wholly unbusiness-like and unprofessional.

How often during the past few months have we been confronted with the strange-looking intelligence that "Mrs. So-and-So"—in emulation of Mesdames Cronje and Kruger—has just left England to join her husband at the seat of war.

There will be some funny stories to tell later on arising from the existence of this feminine base of the Army of South Africa. One inevitable consequence of such a state of things has already been remorselessly dealt with by the adamant Chief of the Staff. The presence of so much seductive society at the Cape proved too powerful a loadstone for many officers for whom war should have formed the only attraction. At a certain period of the campaign a number of these, on some pretext or another, suddenly Lord Kitchener came down like

A VERTUOUS WOLF ON THE FOLD.

His first action was to rush a staff officer round all the hotels in Capetown, with orders to inspect the visiting-lists and ascertain the names of all officers who, all unconscious of their doom, were enjoying in the very lap of luxury itself

